

**Listing of the Claims:**

This listing of claims replaces all previous listings of claims, in which Claims 23, 33 and 39 have been amended to read as follows.

Claims 1-21. (Cancelled).

22. (Previously Presented) A process for attaching an oil sump to an engine block of a combustion engine, a seal being made by a curable composition between a first sealing surface on the oil sump and a second sealing surface on the engine block, to which the curable composition is applied to one or both sealing surfaces, wherein when cured the curable composition demonstrates adhesion sufficient to secure the oil sump to the engine block, threaded bolts are not used as fastening elements and the oil sump is fixed to the engine block at least during the curing of the curable composition, wherein the curable composition demonstrates adhesion of at least 0.5 N/mm<sup>2</sup>.

23. (Currently Amended) A process for attaching an oil sump to an engine block of a combustion engine, a seal being made by a curable composition between a first sealing surface on the oil sump and a second sealing surface on the engine block, to which the curable composition is applied to one or both sealing surfaces, wherein when cured the curable composition

demonstrates adhesion sufficient to secure the oil sump to the engine block, threaded bolts are not used as fastening elements to attach the oil sump to the engine block and the oil sump is fixed to the engine block at least during the curing of the curable composition, wherein the curable composition is a silicone composition.

24. (Previously Presented) A process for attaching an oil sump to an engine block of a combustion engine, a seal being made by a curable composition between a first sealing surface on the oil sump and a second sealing surface on the engine block, to which the curable composition is applied to one or both sealing surfaces, wherein when cured the curable composition demonstrates adhesion sufficient to secure the oil sump to the engine block, threaded bolts are not used as fastening elements and the oil sump is fixed to the engine block at least during the curing of the curable composition, wherein the oil sump is stamped from a material selected from the group consisting of steel sheet and plastics material and an engine block constructed from a material selected from the group consisting of cast aluminum and grey cast iron.

25. (Previously Presented) A process for attaching an oil sump to an engine block of a combustion engine, a seal being

made by a curable composition between a first sealing surface on the oil sump and a second sealing surface on the engine block, to which the curable composition is applied to one or both sealing surfaces, wherein when cured the curable composition demonstrates adhesion sufficient to secure the oil sump to the engine block, threaded bolts are not used as fastening elements and the oil sump is fixed to the engine block at least during the curing of the curable composition, wherein the oil sump has an edge which is designed such that self-fixing takes place when the oil sump is joined to the engine block.

26. (Previously Presented) The process according to claim 25, wherein the oil sump has a fixing edge and the engine block has a flange such that the fixing of the oil sump takes place by the snapping of the fixing edge onto the flange.

27. (Previously Presented) A process for attaching an oil sump to an engine block of a combustion engine, a seal being made by a curable composition between a first sealing surface on the oil sump and a second sealing surface on the engine block, to which the curable composition is applied to one or both sealing surfaces, wherein when cured the curable composition demonstrates adhesion sufficient to secure the oil sump to the engine block, threaded bolts are not used as fastening elements

and the oil sump is fixed to the engine block at least during the curing of the curable composition, wherein barb-like tongues which rest against a flange on the engine block are formed at the edge of the oil sump.

28. (Previously Presented) The process according to claim 25, wherein the edge of the oil sump is designed such that the oil sump is fixable to the engine block by a reshaping process taking place after joining.

29. (Previously Presented) A process for attaching an oil sump to an engine block of a combustion engine, a seal being made by a curable composition between a first sealing surface on the oil sump and a second sealing surface on the engine block, to which the curable composition is applied to one or both sealing surfaces, wherein when cured the curable composition demonstrates adhesion sufficient to secure the oil sump to the engine block, threaded bolts are not used as fastening elements and the oil sump is fixed to the engine block at least during the curing of the curable composition, wherein after the oil sump has been joined to the engine block, holding clamps are attached in order to fix the oil sump to the engine block.

30. (Previously Presented) A process for attaching an oil sump to an engine block of a combustion engine, a seal being

made by a curable composition between a first sealing surface on the oil sump and a second sealing surface on the engine block, to which the curable composition is applied to one or both sealing surfaces, wherein when cured the curable composition demonstrates adhesion sufficient to secure the oil sump to the engine block, threaded bolts are not used as fastening elements and the oil sump is fixed to the engine block at least during the curing of the curable composition, wherein seating surfaces are formed on the oil sump and the engine block such that the sealing gap formed therebetween increases in size inwards.

Claim 31. (Cancelled).

32. (Previously Presented) A combustion engine comprising an engine block and an oil sump attached thereto, wherein the oil sump is attached to the engine block with a curable composition whose adhesion when cured is sufficient to secure the oil sump to the engine block, wherein the composition when cured demonstrates an adhesion of at least  $0.5 \text{ N/mm}^2$ .

33. (Currently Amended) A combustion engine comprising an engine block and an oil sump attached thereto, wherein the oil sump is attached to the engine block not with threaded bolts as fastening elements to attach the oil sump to the engine but with a curable composition whose adhesion when

cured is sufficient to secure the oil sump to the engine block, wherein the curable composition is a silicone composition.

34. (Previously Presented) A combustion engine comprising an engine block and an oil sump attached thereto, wherein the oil sump is attached to the engine block with a curable composition whose adhesion when cured is sufficient to secure the oil sump to the engine block, wherein the oil sump is stamped from a material selected from the group consisting of sheet steel and plastics and the engine block is constructed from a material selected from the group consisting of cast aluminum and grey cast iron.

35. (Previously Presented) A combustion engine comprising an engine block and an oil sump attached thereto, wherein the oil sump is attached to the engine block with a curable composition whose adhesion when cured is sufficient to secure the oil sump to the engine block, wherein a self-fixing takes place when the oil sump is joined to the engine block.

36. (Previously Presented) A combustion engine comprising an engine block and an oil sump attached thereto, wherein the oil sump is attached to the engine block with a curable composition whose adhesion when cured is sufficient to secure the oil sump to the engine block, wherein the oil sump

has a fixing edge and the engine block has a flange such that the fixing of the oil sump takes place by the snapping of the fixing edge onto the flange.

37. (Previously Presented) A combustion engine comprising an engine block and an oil sump attached thereto, wherein the oil sump is attached to the engine block with a curable composition whose adhesion when cured is sufficient to secure the oil sump to the engine block, wherein barb-like tongues which rest against a flange on the engine block are formed at the edge of the oil sump.

38. (Previously Presented) A combustion engine comprising an engine block and an oil sump attached thereto, wherein the oil sump is attached to the engine block with a curable composition whose adhesion when cured is sufficient to secure the oil sump to the engine block, wherein the oil sump and the engine block have sealing surfaces which are shaped such that the sealing gap formed between them increases in size inwards.

39. (Currently Amended) A flange connection within a combustion engine with two flange elements between which a seal is made from the cured product of a curable silicone composition, wherein threaded bolts are not used as connecting

elements to attach the oil sump to the engine in making ~~for~~ the flange connection.

40. (Previously Presented) A flange connection with two flange elements between which a seal is made from the cured product of a curable silicone composition, wherein threaded bolts are not used as connecting elements for the flange connection and wherein the curable silicone composition demonstrates adhesion of at least 0.5 N/mm<sup>2</sup>.